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Hongkong, 21st September, 1905. (68)

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68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1905. (902)

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Hongkong, 17th May, 1906.

(30)

NOTICE TO CORRESPONDENTS.

On May 28th, at Shanghai, GEORGE F. WILK, former Kemp of Shanghai, Norfolk, to MAZEL, KONGKOLA, of St. Ann's, Cornwall.

On May 28th, at Shanghai, W. FRANK, late Chief Officer of the S.S. *Zeppelin*.

On May 28th, at Shanghai, DAVID SINGH, late 2nd Officer, P. S. *Kingfisher*, aged 29 years.

On May 28th, at Shanghai, GEORGE BERNARD TAYLOR, aged 61 years.

On May 30th, at Shanghai, ARTHUR HARRADIN, oldest son of Mr. and Mrs. A. C. HARRADIN, aged 22 years.

HONGKONG OFFICE: 10A, DES VOGES ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 6TH, 1906.

So very seldom has the London Times anything good to say of Germany, especially of Germans as colonists, that extra interest must be attached to an article in its commercial supplement of May 7th, which arrived, somewhat appropriately, by the German mail yesterday. In this article 'Singapore' is held up as an object-lesson worthy of Hongkong's most careful attention. The writer, who hails from Shanghai, opens as follows: "In China, where territory is held under various tenures by foreign Powers, the problem has been to reconcile the commercial and municipal freedom demanded for the inhabitants of the foreign possession with the rights of the original owner, the ceding Power, over the adjacent territory. This problem has been solved experimentally for the German colony of Kiaochow in a way that promised well for its future development, while at the same time the rights of China seem to have been sufficiently safeguarded in the protection given to its legitimate revenue." Pointing out how at Hongkong the Chinese authorities discovered early that colonial free trade seemed to mean a good deal of smuggling, and had to take strong measures, he very kindly puts

in a word for a more tolerant verdict upon Hongkong merchants than they have hitherto been given. The actual smugglers, he says, were Chinese; it was not the piddling of the foreign vendor to find out what the Chinese purchaser intended to do with the goods. The Government, also, has not been altogether negligent with regard to illicit trade in opium and arms; but no other help is given to the Chinese revenue authorities. The result of the present arrangement, by which the leased area extends to "high water mark on the further shore of all bodies of water, whether streams or bays," is to make Hongkong a smugglers' paradise. A reference to leased territories having no "desire to injure the revenue of the lessor" may be regarded as invidious, although it was probably only due to the style of composition; but it is followed by the suggestion that the Russians, British, and French, at Port Arthur, Weihaiwei, and Kwangchow respectively, have hampered necessary customs work by their scrupulous devotion to the idea of absolutely unrestricted trade. The point of view is evidently different to that held by merchants who have suffered by *their* abuses. To come to the main point, "the Germans have recognised that illicit trade is an unstable foundation on which to establish a colony, showing themselves in this wise and better colonists than their rivals, or even, it is to be feared, than the new Japanese occupants of Port Arthur and Dalny." We can imagine some of the guessing that will follow as to the identity of the writer who could persuade the "Thunderer" to sponsor such a compliment. There is no getting away from the implication that Great Britain and the other Powers have been guilty of sins both of commission and omission, in the statement following, that "instead of holding the Chinese revenue authorities at arm's length, and even impeding the legitimate performance of their functions on their own side of the boundary, they have invited the Customs into Kiaochow itself." From April 1st last China was granted full revenue control, subject to a small "free area," delimited with an eye to Customs convenience, to be treated on the footing of a huge bonded warehouse. The Customs revenues contribute, as we have previously noted, twenty per cent. of the net import duties towards the German colonial expenses. Hongkong is not concerned with this worthy example of colonial statesmanship, being on quite another footing; unless it be with regard to its New Territory. The hinterland trade with Weihaiwei is as yet very small; and it looks as though that place were included among the other leased territories whose "non-success" is based on illicit traffic. Hongkong appears to be definitely embraced, however, by a concluding allusion to German "deal conditions which, while not perfect, were still more advanced than those prevailing in any other cession or lease."

For convenience, the article referred to is reproduced almost entire on page 5 of this issue.

The Argentine training ship *Presidente Sarmiento* has arrived at Shanghai. This is her second visit to the Far East since 1896.

Mr. Douglas Story, special correspondent of the *Daily Tribune*, left Shanghai by the English mail on May 29th, bound for Zululand.

The *Kokumen* learns that Viceroy Yuan's proposals for dealing with the opium problem in China are based in the main on the regulations applied by Japan in Formosa.

Further correspondence relating to measures for preventing disease in the Garrisons at Hongkong, Straits Settlements, and Gibraltar has just been published in Blue Book Cd.2903, containing C.9253 of 1899.

The plague record for the past three days was 28 cases, of which 24 were fatal. The return for the week ending June 2nd was 73 cases, 72 deaths. From Jan. 1st to June 5th the totals are 707 cases, 672 deaths. One European case of enteric fever is reported. Smallpox appears to be dwindling.

The return of visitors to the City Hall Library and Museum for the week ending the 3rd June, 1906 (excluding Whit Monday), shows that of non-Chinese there were 334 to the Library and 92 to the Museum; and of Chinese 154 to the former and 2,617 to the latter. The Library was, therefore, used by 488 persons, and the Museum by 2,709.

The remainder of the finals in the H.K.C.C. tennis tournament have been played off, the results being that Mr. T. B. Norris beat Mr. R. Macpherson in the single handicap (A class); Mr. C. C. Rutledge beat Mr. J. L. Macpherson in the single handicap (B class); and Messrs. J. L. Macpherson and C. C. Rutledge defeated Messrs. H. R. Phelps and F. C. Zehrmann in the double handicap.

The Waiwatu has been informed by the Tatar General of Fengtien, H. E. Chao Erh-sen, that the Japanese troops hitherto stationed at Heiminiauta and neighbourhood have been withdrawn, and the place is now garrisoned entirely by Chinese.

Japanese papers understand that the drafting of the Anglo-Russian Agreement was completed on May 20. The Agreement provides that Great Britain shall recognise certain Russian privileges in Persia, and shall facilitate the flotation of Russian loans. Russia, in return, agrees to the greater part of Afghanistan being regarded as within the British sphere of influence.

The Third Annual Exhibition of Agri-Horticulture and Native Industries will take place in Singapore on the 16th, 17th, and 18th August. The previous ones held at Kuala Lumpur and Penang were among the finest and most representative of eastern produce that have ever been held in the East. The competitors are restricted to exhibits from the Malay Peninsula, but exhibits are also expected from Siam, and the Islands of the Malay Archipelago.

An informal meeting of the shareholders in the Park Sugar Cultivation Company, Limited, was held at Shanghai on May 29th. The Chairman, Mr. W. V. Drummond, explained the directors' scheme for selling the Kalampong Estate and gave a full account of the present condition and prospects of the company's estates. The following resolution was adopted unanimously: "That this meeting approves of the directors' proposal to sell the Kalampong Estate to a company to be formed for the purpose of purchasing it and of developing it to the best advantage with the cultivation of rubber or other products."

The *Amoy Gazette* says: "It seems the *Alaska* when approaching Foochow on the morning of the 14th struck a rock off Gordon Island, a little North of Matsui Island. Things looked very serious at first and the boats were got ready and passengers placed in the boats, but it was soon found that the pumps could keep the water under and that the ballast tanks would float the ship. About 11 a.m. the tide rose and floated the ship off the rock, when she proceeded to Foochow. The passengers speak well of the conduct of the Captain and officers in their trying experience. The cargo has been discharged and the ship will have to dock. Cargo very little damaged."

Spearmint, the winner of the Derby, is the property of Sir Tatton Sykes. His dam was Maid of the Mist, and his sire Carbine, who had the record of winning seventy-five per cent. of the races, upwards of forty in number, for which he started in Australia. Last year Spearmint was only out on three occasions. He won the Great Foal Plate (5 furlongs) at Lingfield on the 15th of July, was second to Black Arrow in the Champion Breeders' Foal Stakes at Derby on the 5th of September, and was fourth to Faraai in the Richmond Nursery Handicap at Newmarket on the 2nd of November. Picton, the second colt, nominated by Mr. J. L. Dugdale, was by Oriole out of Heccaba. He raced eight times last year and was three times a winner, his principal success being in the Downham Plate (7 furlongs) at Newmarket on the 2nd November. Troutbeck, by Ladas—Hydral Mount, is the Duke of Westminster's. He ran three times last season without success. Spearmint was trained by Gilpin, Fielon by Edwards, and Troutbeck by Porter, junior.

# THE ROYAL HONGKONG GOLF CLUB

The monthly competitions for the Captain's Cup and May Cup took place at Happy Valley on the 2nd to 4th June. The following returns were handed in:

CAPTAIN'S CUP.			
1. Mr. A. Gittins	86	5	81
2. Mr. C. M. G. Burnie	81	2	83
3. Mr. F. J. Budeley	82	10	82
4. Mr. C. W. May	88	5	83
5. Mr. F. R. Barry, R.N.	85	ser.	85
6. Mr. J. Clark	87	1	86
7. Mr. W. W. G. Ross	92	7	87
8. Mr. C. A. Gale	102	15	87
9. Mr. W. C. D. Turner	101	11	90
MAY CUP.			
1. Mr. F. C. Kendall	101	28	73
2. Mr. L. Evans	100	24	76
3. Mr. A. M. Forrest	97	18	79
4. Mr. E. Sandy, R.N.	101	18	83
5. Mr. A. R. Carre	119	30	88
6. Mr. R. D. Harvey	116	21	88
FOOT.			
1. Mr. C. A. Gale	95	14	91
2. Mr. C. M. G. Burnie	81	2	83
3. Mr. F. R. Barry, R.N.	82	ser.	82
4. Mr. H. Pinckney	94	12	82
5. Mr. C. W. May	88	5	83
6. Mr. J. G. Steen	102	17	85
7. Mr. W. W. G. Ross	93	7	87
8. Mr. C. H. Gale	102	15	87
9. Mr. J. N. Benson, R.N.	104	17	87

1. Winner of Captain's Cup.  
 2. Winner of May Cup.  
 3. Winner of Foot.  
 The next Club competition will take place on the 9th to 11th June for the Robertson Farwell Cup.

# LATEST STEAMER MOVEMENTS.

The M.M. str. *Touane*, with the next French mail, left Singapore on the 4th inst., at 5 p.m. for this port via Saigon.  
 The G. & O. str. *Doric* sailed from Yokohama on the 5th inst., and is due here on the 16th inst.  
 The C.P.R. str. *Athena* arrived at Kobe at 6 p.m. on Sunday, the 3rd inst., and left again at 6 p.m. on Monday via Nagasaki for Shanghai, where she is due to arrive at 2 p.m. on Friday, the 8th inst.  
 The C.P.R. str. *Tartar* left Yokohama on Saturday, the 2nd inst., p.m., for Victoria and Vancouver.  
 The C.P.R. str. *Empress of China* arrived at Nagasaki at 8 a.m. on Friday, the 4th inst., and left again at 4 p.m. same day for Kobe, where she is due to arrive at 7 p.m. on Tuesday, the 5th inst.  
 The str. *Silknet* left Shanghai on Monday, the 4th inst., at 10 a.m., and may be expected here on or about Thursday, the 7th inst., at daylight.

# TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

# RIOTS IN MEXICO.

LONDON, June 5th.

Riots have occurred at Green's Copper Mines, Cananea, Mexico, in which ninety-nine people were killed.

150,000 strikers who were in the mining camp fired the mills and powder-house, and the smelters dynamited the town, which was burned.

# AUSTRIAN POLITICS.

LONDON, June 5th.

Baron Beck has formed a new Austrian Cabinet.

# THE MADRID OUTRAGE.

LONDON, June 5th.

24 persons were killed and 79 injured in the bomb outrage at Madrid. Mateo Morales, the would-be regicide, was captured near the city.

A policeman who attempted to arrest him was shot by Morales, who then took his own life.

# ANARCHISTS AT ANCONA.

LONDON, June 5th.

A plot to take the life of His Majesty King Victor Emmanuel of Italy was discovered at Ancona.

Twelve persons were arrested, when the bombs were found.

# PLAGUE AT SEISTAN.

LONDON, June 5th.

The plague has spread to Seistan.

# THE MEAT PACKING SCANDAL.

LONDON, June 5th.

President Roosevelt demands immediate legislation concerning the Chicago meat packing houses.

# OBITUARY.

LONDON, June 5th.

Sir Charles Tennant and the Rev. S. Baring-Gould are dead.

Sir Charles Tennant, J.P., D.L., was born on November 4th, 1818; he created a baronet in 1885. He was M.P. for Glasgow 1870-80; for Peebles and Selkirk 1880-85.

The Rev. Sabine Baring-Gould, M.A., J.P., was rector of Lew-Trenthard and a well-known author. He was born on January 24th, 1834, at Exeter and educated at Clare College, Cambridge, where he took his M.A. degree in 1860.

# THE NATAL TROUBLE.

LONDON, June 5th.

The Zulus charged the British troops, killing five.

[REUTERS' SERVICE.]

# THE MADRID OUTRAGE.

LONDON, June 3rd.

Their Majesties attended a thanksgiving service, and afterwards proceeded to a bull fight.

Mr. Hamilton has been released, it having been proved that he is an inoffensive tourist.

(N.C. Daily News Service.)

# SOVEREIGN RIGHTS IN MANCHURIA.

Peking, May 28th.

H. E. Chao Erh-sen, Tatar General of Mukden, has telegraphed to the Waiwatu that the levying of the tax by Japan on Chinese lumber merchants on the right bank of the Yalu is a breach of their Treaty, and urging that a protest be presented.

# SIR E. SATOW AT TOKYO.

Tokyo, May 28th.

Sir Ernest Satow was received in audience by the Emperor on Saturday. To-day, Sir Ernest was entertained at dinner by Viscount Hayashi (Foreign Minister) and also to a journalistic reception, which was attended by Marquis Ito, Baron Komura, and other notables representing every walk in life.

# THE "SIBERIA" QUARANTINED.

Tokyo, May 29th.

On account of a suspected case of plague in a Chinese fireman, the P.M.S. *Siberia* has been detained at Yokohama for ten days.

# A RIOT IN COREA.

Tokyo, May 31st.

The excesses of rioters at Hwangju, South Korea, have necessitated the dispatch of two companies of Japanese infantry and twenty cavalry men.

The Korean rioters have murdered two Japanese gendarmes whom they took unawares. Japanese infantry and cavalry dispersed the rioters at Hwangju, where, however, a Japanese and a Korean Inspector, and a Japanese policeman are reported missing.

# INTERPORT SHOOTING CONTESTS.

THE SUGGESTED TROPHY.

Mr. M. S. Northcote informed our representative yesterday that the committee appointed to consider the conditions which it is proposed to apply to the Interport rifle shooting trophy will probably hold a meeting during the next fortnight. To stimulate riflemen to better results a trophy, which is to be shot for by British ports in the East, has been suggested, and subscriptions are being raised to defray the cost. To date, however, the returns have not been encouraging, an unusual thing in Hongkong where money is needed for a desirable object. It is suggested that the trophy should take the form of a vase which will be mounted on a large silver plinth capable of accommodating thirty silver shields; these will be engraved with the record of every year's match since 1889. The trophy is to be of European design and workmanship and will cost about £20, which amount will be borne by the competing ports in equal shares.

The conditions suggested at Singapore and Shanghai for the maintenance of the trophy are as under:

I.—The trophy shall be named the Interport Challenge Trophy.

II.—From 1907 onwards each winning team shall be responsible for having its shield or shields properly engraved before handing the trophy on to the next winner.

III.—The engraving on shields subsequent to 1906 shall be as for as possible exactly similar to that on shields already engraved.

IV.—The trophy shall be the property of the port winning the Interport Rifle Match each year, such port to be responsible for the safekeeping of the trophy until it is handed over to some other port. It shall be binding on the winners of this trophy to have it insured against loss by burglary or fire whilst in their possession and also to cover it against loss by whatever means whilst in transit to the next winners. Any damage done to the trophy shall be made good by the then holders, and if such damage shall have occurred whilst in transit, the senders shall be liable unless the damage shall be proved to have taken place after the arrival at the port of destination, in which case the recipients shall make good the damage done. The trophy shall always be met and taken charge of at the various ports to which it may be sent, by some responsible person or persons detailed off to do so by the respective ports.

V.—The Interport Challenge Trophy shall be handed over at the respective ports for safe keeping to—

Shanghai: The Chairman of the Municipal Council.

Hongkong: H. E. The Governor.

Singapore: The Resident Councillor.

VI.—The above noted rules in relation to the Interport Challenge Trophy having been duly considered and agreed to by Hongkong, Shanghai, Singapore, and Penang, shall be binding and shall only be altered by the unanimous consent of all.

# HONGKONG POLO CLUB.

THE MAY CUP.

The first rounds for the above cup were played off on the 2nd instant, when the following teams met—

R. W. Kent Regt. versus Club Team.

Capt. Joslin Mr. C. H. Kiss

Major Pedley Mr. J. H. Noble

Capt. Kitchin Capt. Ward

Mr. Belgrave Capt. Coleman

Won by R. W. Kent Regiment, score 3 goals and 1 sub.

Club Team's score, 1 goal and 1 sub.

Royal Artillery, versus Hongkong Civilians.

Capt. Seddon Hon. Mr. W. J. Gresson

Capt. Smith Mr. M. Stewart

Capt. Bennett Mr. Menocall

Capt. Price Mr. Moxon

Won by Royal Artillery, score 2 goals and 1 sub.

Hongkong Civilians' score, 1 goal and 1 sub.

The final round was played on Monday, when the Kent Regiment defeated the Royal Artillery by 4 goals and 2 subsidiaries to 1 goal and 2 subsidiaries.

The Royal Wilt Kent Regiment having won the May Cup three times in succession it now becomes their property and in presenting the cup to the winning team, H. E. the Governor congratulated the Regiment in having thus secured this coveted trophy during their stay in the Colony.

His Excellency then announced that another cup had been set on foot for competition on terms more or less similar to those of the May Cup, details of which would be due course be submitted to the Polo Club Committee.

# DISTURBANCES IN LISBON.

The arrival of the Republican leader Senhor Bernardino Machado in Lisbon on May 5 led to a serious conflict between his supporters and the police. A large crowd had assembled at the railway station to welcome Senhor Machado. The authorities, however, would allow of no demonstration, and the crowd was dispersed by police with drawn swords. Several of the demonstrators were wounded and had to be removed to hospital. Afterwards there was a demonstration against the police, which was suppressed without difficulty.

# WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:

On the 5th at 11.55 a.m.—The barometer has fallen over E. Japan and risen on the E. coast of China.

The depression is moving to the N.E. over N. Japan. Pressure is highest over the E. coast of China, and over the S. part of the China Sea.

Moderate N.E. winds are indicated in the Formosa Channel, and moderate S.W. winds over the N. part of the China Sea.

Forecast.—S.W. or variable winds, moderate thunder showers, squally.

# SUPREME COURT.

Tuesday, June 5th.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS JECOCKT).

AN UNCOMPLETED CONTRACT.

The case in which Ho Tung proceeded against Chung Shun-kou for the specific performance of an agreement of lease, and to recover \$6,000, arrears of rent, was resumed.

Mr. E. H. Sharp, K.C., instructed by Mr. R. Stenhouse (of Messrs. Dawson, Lockyer and Deacon), appeared for the plaintiff, and the defendant was represented by Hon. Mr. H. E. Pollock, K.C., instructed by Mr. M. J. D. Stephens.

The evidence of Mr. Bird, architect, as to the handing over of the keys having been given, and further correspondence submitted, the case for the complainant was concluded.

Mr. Pollock, in opening the case for the defendant said that as his Lordship would have gathered from the cross-examination the defence was a complete denial. In the first place defendant absolutely denied that there was ever any idea at any time of his establishing a hotel or a boarding house there either in connection with No. 14 or No. 16. With regard to one of the most material points in the case, namely, the question of whether representation was made by Mr. Binney at the time the agreement postscript was signed that the *Daily Press* would vacate their portion of the premises at the end of February, his Lordship would see that this was very important, because of course if rent was to run as agreed from the 1st July it was of course obvious common sense that the defendant should have the premises handed over to him and be in a reasonable position to complete the necessary repairs by the 1st of July. He submitted that the defendant never contemplated paying this large sum of money as rent from 1st July unless he was placed in such a position that he was able to complete the repairs and alterations to the whole of the premises. The only way in which it was reasonable was by the *Daily Press* vacating their portion of the premises by the end of February, and his Lordship would see from the correspondence referred to by Mr. Sharp how very embarrassing it was for defendant that the *Daily Press* would not vacate, because if the washing were attempted in the upper floors the water would percolate through to the *Daily Press* who would claim damages. It was a material fact in the case that the *Daily Press* not only did not vacate by the end of February but actually remained in occupation till the 31st of July, one month after the date when defendant was paying this big rent for the whole of these premises. They submitted to his Lordship in the circumstances it could not possibly be said that plaintiff was ready and willing to carry out his contract, and they further submitted that apart from the representation made by Mr. Binney, it was obvious under such a contract—that plaintiff was bound to give them possession of the whole of those premises by the 1st of July. The rent was to begin from that date, \$2,500 to be paid for the whole of the premises. They also submitted that inasmuch as the rent was due from that date that the plaintiff was bound to give them full and complete possession by that date. It would be absurd to suppose that it was intended that they should pay rent for the premises before the old tenants were turned out. In connection with that question, the defendant denied the allegation made by Mr. Binney to the effect that the defendant was anxious to retain the *Daily Press* as tenants. He never made any such statement to Mr. Binney; such an allegation was unlikely on the face of it. It was known that the Land Company were getting new premises ready for the *Daily Press*. His Lordship would see from the counterclaim that, in consequence of the breach of the contract occasioned by the *Daily Press* not vacating the premises, they claimed for four and a half months' rent, from February to August. Defendant also said that when Mr. Binney asked him to sign the postscript to the agreement, that gentleman gave him a paper stating that the *Daily Press* would vacate at the end of February, but that that paper was burned. Mr. Binney of course denied that.

Defendant said that Mr. Binney approached him suggesting that the premises should be let as a hotel, adding that Mr. Farmer was going to sell his interest in the King Edward Hotel and would probably want another. Defendant thought that as it was near the Hongkong Hotel alicious would not be granted. He never made the proposal to Mr. Binney to run a hotel there. The proposal came from Mr. Binney himself. Questioned as to signing the agreement, defendant said he signed the postscript several days after signing the agreement. Mr. Binney came to him in a great hurry and said he had omitted a very important clause from the agreement. Mr. Binney stated that the *Daily Press* would vacate at the end of February. Witness gave evidence in support of Mr. Pollock's opening statement.

Cross-examined—There was no written statement of his that Mr. Binney had given him a paper that the *Daily Press* would vacate and two months later Mr. Binney had torn it up. There had been several notions brought against him in connection with the proposed hotel. A female servant in defendant's employ spoke to Mr. Binney visiting her master's house. She heard them speaking loudly,











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Hongkong, 29th May, 1906.NORTH BRITISH AND MERCANTILE  
FIRE INSURANCE COMPANY.TOTAL FUNDS AT 31st DECEMBER, 1904.  
£17,161,299.I. AUTHORIZED CAPITAL... £3,000,000  
Subscribed CAPITAL... 2,750,000  
PAID-UP CAPITAL... 687,500 0 0  
II. FUND FUNDS... 3,001,286 12 0The Undersigned, AGENTS for the above  
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against FIRE at Current Rates.SHEWAN, TOMES & CO.  
Agents.

Hongkong, 30th June, 1905. (1567)

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Hongkong, 21st April, 1897. (311)

A GERMAN OBJECT LESSON IN  
CHINA.

ILLUSTRATED TRADE WITH HONGKONG

Hongkong is the type of the ceded possession.  
The original cession, of the island only, was  
made by the Treaty of Nanking in 1842, as a  
place for a trading ship. (It is strange to  
think that only 64 years ago this was a recog-  
nized synonym for a naval base.) But little  
other use was made of the island until 1858,  
when the British merchants in Canton had  
been expelled from the factory in which they  
were cooped up, and after a short sojourn at  
Macao, finally decided to establish their head  
offices and warehouses at Hongkong rather  
than return to the gilded misery of their former  
life. The Chinese authorities, however, soon  
discovered that with freedom of trade in the  
British colony went considerable licence to  
evade the fiscal regulations of the adjoining  
mainland. Imagine the Isle of Wight held  
by a strong and aggressive race of traders,  
separated from a mainland inhabited by a race  
of honest traders living under a government weak  
and divided as that of the Heptarchy. What  
protection would there be to the revenue of  
that Heptarchy when easily portable commodi-  
ties like spirits and tobacco, need only be  
carried across a mile or two of water to evade  
heavy duties imposed upon them? For spirits  
and tobacco substitute opium and salt—a  
Government monopoly in China—and some of  
the importation of which is prohibited for obvious  
reasons—and it may be imagined that soon a  
state of things existed against which the Chi-  
nese authorities found it desirable to take strong  
measures. It is not necessary to call the Hong-  
kong merchants bad names, as has been done.  
The smuggling is done by Chinese, and the  
vendor is not bound to inquire what disposes  
the purchaser will make of his goods. The fact  
that the colony has never published trade statis-  
tics, and does not today, but that omission,  
it is declared, is in order to preserve the absolute  
freedom of the trade of the port. Smuggling  
developed so rapidly that in early days the  
Canton authorities found it necessary to orga-  
nize a force of cruisers, constantly patrolling the  
waters around the colony, and thereby establish-  
ing what the Hongkong Press, the Hongkong  
merchants, and even the Hongkong Govern-  
ment spoke of as the "blockade of Hongkong."  
This was ended by the arrangement made under  
the Opium Convention in 1858, and has been  
rendered difficult of revival by the assistance of  
the British agents, who arranged the delimita-  
tion of the Kowloon extension in 1860, and  
obtained as the boundary not the thalweg or  
mid-channel line, but high-water mark on the  
further shore of all bodies of water, whether  
strait or bay.The Hongkong Government has done some-  
thing to check illicit trade across its borders.  
Twenty years ago, 44 years after the cession  
and 30 years after commercial development  
began, the opium ordinance prohibited the  
movement of opium within the limits of the colony  
unless covered by a permit, thus forcing into the  
light of the day all transactions in the drug.  
Arms smuggling, too, has since 1863 been  
checked by a requirement of a permit, the  
measures being in the interest of the colony,  
of which the legitimate trade is injured by the  
"piracy" prevalent in the neighbouring waters.  
No other help is given to the revenue authori-  
ties of the adjoining Empire, and since 1898, in  
lieu of the "blockade," the colony is girdled by  
a chain of preventive stations, expensive to main-  
tain and ineffective because of the ease with  
which a smuggling boat may run back to safety  
in British waters.

## LEASED TERRITORIES.

Whatever may be said of a ceded possession,  
like Hongkong, a leased territory, in so far as  
it is not a disguised cession, is obviously on a  
different footing. The leases have in each case  
been made for certain defined purposes, among  
which was not the desire to injure the revenue  
of the lesser (China), and this has been generally  
recognized by the rest of the world, and action  
in three territories out of the four. At Port  
Arthur, Weihaiwei, and Kwangchow-wan the  
Russians, British, and French maintained  
absolutely unhampered trade, permitting no  
restriction on the movement of goods whether  
by sea or over the land border. The Customs  
report on the trade of China for 1904 made  
reference to "an exceptional sum of over a  
million taels (£150,000) the value of 3,310  
piculs (167,000 lbs.) of Manchurian opium  
imported into Shanghai from Dalny and  
Port Arthur," the transit of which from  
Manchuria could have been subject to no  
Chinese revenue control; while before the war  
Manchuria, the export of which from  
China, is absolutely prohibited, was freely  
shipped from both Dalny and Port Arthur.  
The reports from several of the treaty ports  
contain references to Kwangchow-wan such as  
the following:—"During the year 1,143 piculs  
of opium valued at 965,000 taels (£130,000) were  
shipped from Hongkong to Kwangchow-wan,  
against 1,807 piculs in the previous year."  
A decreased quantity of opium was imported  
into Kwangchow-wan since the licensed importer  
had to pay more for his privilege.  
Considering the annually increasing quanti-  
ties of opium which enter the country through  
Kwangchow-wan, practically duty free, and  
the illicit trading said to be carried on between  
that port and districts formerly supplied from  
this, &c. The same freedom of trade exists or  
other commodities as well, but the French have  
now regulated the trade in this article by  
making of it a Government monopoly. Of  
Weihaiwei it can only be said that its transit  
trade with the mainland is as yet small, but  
it is so much encumbered at present, and is  
free from troublesome restrictions, against  
which the local representatives of commercial  
England have interposed a resolute veto.

## GERMAN ACTION AT KIAOCHAU.

The Germans have recognized that illicit  
trade is an unstable foundation on which to  
establish a colony, showing themselves in this  
wise, and better, colonists than their three  
rivals, or even it is to be feared, than the new  
Japanese occupants of Port Arthur and Dalny.  
Instead of holding the Chinese revenue authori-  
ties at arms-length, and even impeding the  
legitimate performance of their functions on  
their own side of the boundary, they have invited  
the Customs into Kiaochau itself, thinking  
rightly that measures presenting the fewest  
obstacles to the course of legitimate trade  
will lead to further the development of  
the colony. Let me here interpose the note  
that the city of Kiaochau remains Chinese  
and is not included in the Kiaochow-  
goubiet leased to Germany, of which the capital  
and mart is Tsingtau. The Chinese Customs  
office has, then, been established in Tsingtau  
since the first year of the occupation, and has  
now worked for seven years with entire  
satisfactory to both sides, but now found  
capable of improvement. Control has been  
exercised by stations around the boundary, but  
Customs formalities have been fulfilled and the  
revenue collected in Tsingtau itself. Premis-ing that duty is levied in China on exports as  
well as on imports, the procedure may be  
described by saying that import duties are  
leviable when foreign products leave Tsingtau  
for the interior, and export duties when Chinese  
products are shipped at Tsingtau for transport  
abroad, entry of foreign goods from the sea  
and of Chinese products from the interior being  
subject to no restraint.

## GRANT OF FULL REVENUE CONTROL TO CHINA.

This procedure, adopted by the youngest  
among the colonizing Powers, might be con-  
sidered worthy of imitation by the occupants  
of the other leased territories, assuming that  
their aim is the development of a colony in  
which the merchant may live; but now the  
German Government has taken a new departure,  
and, as the result of the partial control exercised  
by the Chinese Customs authorities in Tsing-  
tau during seven years past, has handed over  
absolute control of revenue matters to the  
authorities from April 1st. A "free area"  
(Freie Zone) is established after the analogy  
of the Freihafen at Copenhagen, comprising  
the Great Harbour including the moles, the  
wharf territory, and the territory in front of  
the harbour to certain defined limits, and in-  
cluding the railway goods terminus, and it is  
stipulated that the delimitation of the free area  
will be made as convenient as possible for  
carrying on Customs work. Within the free  
area are allowed warehouses and factories, but  
no residences except those required for official  
use. Heretofore imports will be landed and Chinese  
products deposited without restraint, and the  
whole will be under the control of the Customs  
as a bonded warehouse. All trading and  
shipping facilities and privileges which are  
granted in Chinese coast ports are to be  
extended to the German territory. Goods  
leaving the free area inwards or outwards are  
subject to duties at the rates specified in the  
Chinese Customs tariff, and are collected by the  
Chinese Customs authorities; and the Chinese  
Government will hand over annually to the  
German officials at Tsingtau 6 per cent. of the  
re import duties collected as its contribution  
to the expense of the territory. The last  
provision is subject to revision after five years.  
Finally the German Government "undertakes  
to facilitate the working of the Imperial Chinese  
Customs establishment established and operating  
in the German territory, and to aid in safe-  
guarding the revenue legitimately payable."

## BENEFITS OF THE NEW ARRANGEMENT.

These are in brief the essential stipulations of  
the new arrangement, and they so state a  
commitment to the strengthening of Chinese  
revenue. The benefit to the Chinese  
Government is obvious, since the interposi-  
tion of an effective bar to the illicit traffic on  
which is based the non-success of the other leased  
territories; while the German Government sees  
its advantage in the healthy development of its  
new colony and of the hinterland supplied by  
and supplying the port, and obtains an  
immediate contribution to the revenue of the  
colony which, on the basis of the collection  
in 1905, amounts to 57,473 taels (£13,121)  
a year, and which will increase with the increase  
in prosperity of the colony. Comparison with  
Weihaiwei is impossible, owing to the absence  
of statistics from that outpost of British power.  
The province of Shantung has two legitimate  
outlets—Chefoo and Tsingtau. During the past  
40 years the trade of Chefoo has been artificially  
developed by its proximity to the coast of sea-  
land, disregarding that fact, Tsingtau has been  
taking much of its trade even under the old  
arrangement. Of the combined gross trade of  
the two recognized Shantung ports, the  
percentage taken by Tsingtau in the last six  
years has been as follows:—1900, 93 per cent.;  
1902, 21 per cent.; 1904, 22 per cent.; 1905, 24  
per cent. This is a creditable record for the  
colony working under fiscal conditions which  
while not perfect, were still more advanced than  
those prevailing in any other cession or lease.  
Under the new arrangement it seems likely  
that Shantung trade will gravitate more and  
more to the German colony, and that the  
occupants of other leased territories will have  
an object lesson worthy of the most careful  
study.—Times.

## POSTCARD COMPETITION.

TO ALL PURCHASERS at our Establishment of 50 and upwards between JUNE 1st  
and JUNE 25th will be given a coupon entitling them to enter the following Competition.

The Largest Number of English Words that can be made from

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In the event of ties, to be Drawn for. All replies to be sent on Postcards only. Prizes  
will be distributed on the 30th June, when all Cards may be inspected at our Office.

CASH less 10 per cent.

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BEST AFRICAN IVORY BILLIARD BALLS  
THOROUGHLY SEASONED.

CRYSTALITE AND BONZOLINE BALLS ALL SIZES.

WEST OF ENGLAND BILLIARD CLOTHS A SPECIALITY.

WE HOLD THE LARGEST STOCK OF BILLIARD TABLES, ACCESSORIES  
AND MATERIALS OUT OF LONDON.

ALL ORDERS DESPATCHED BY RETURN MAIL STEAMER.

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be had on application from the Office of this paper.

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EUROPEAN SERVICE.		
FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL.	"STENTOR"	On 6th June.
GLASGOW and LIVERPOOL.	"MEMNON"	On 7th June.
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GLASGOW and LIVERPOOL.	"PATROCLUS"	On 14th June.
GLASGOW and LIVERPOOL.	"PINGSUEY"	On 21st June.
GLASGOW and LIVERPOOL.	"DIRESTES"	On 28th June.
GLASGOW and LIVERPOOL.	"OANPA"	On 5th July.
GLASGOW and LIVERPOOL.	"ASTYANAX"	On 5th July.

HOMEWARDS.		
FROM	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP.	"DEUCALION"	On 19th June.
GENOA, MARSEILLES and LIVERPOOL.	"HYSON"	On 26th June.
LONDON, AMSTERDAM and ANTWERP.	"AJAX"	On 3rd July.
LONDON, AMSTERDAM and ANTWERP.	"PROMETHEUS"	On 17th July.
GENOA, MARSEILLES and LIVERPOOL.	"PATROCLUS"	On 20th July.
LONDON, AMSTERDAM and ANTWERP.	"PINGSUEY"	On 31st July.

\* Taking Cargo for Liverpool at London Rates.  
**TRANS-PACIFIC SERVICE.**  
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NAGASAKI, KOBE and YOKO.	"OANPA"	On 7th July.

FROM	STEAMERS	TO SAIL
TACOMA, SEATTLE, VICTORIA & and PACIFIC COAST	"KEEMUN"	On 14th June.
	"TEUCER"	On 18th July.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
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Hongkong, 24th May, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
YOKOHAMA and KOBE.	"CHANGSHA"	On 7th June.
SHANGHAI, CHEFOO, NEWCHANG.	"KWEIYANG"	On 8th June.
SHANGHAI, CHEFOO, TIENTSIN.	"SHAOHANG"	On 9th June.
WEIHAIWEI, CHEFOO & TIENTSIN.	"HUICHOW"	On 16th June.
AMOI, MANILA, CEBU & ILOILO.	"SUNGKIANG"	On 13th June.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA"	On 27th June.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light, Unrivalled Table & daily qualified  
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\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
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**REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND  
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Hongkong, 29th May, 1906.

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VIA  
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Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4,417	G. V. Williams	On 3rd July.
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\* Cargo only.  
**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**  
The twin-screw s.s. "SEAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
the finest at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
at cold storage.

**PARCEL EXPRESS TO THE UNITED STATES AND CANADA.**  
For further information apply to—  
**DODWELL & CO., LIMITED,**  
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**OSAKA SHOSEN KAISHA.**  
REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.		
FOR	STEAMERS	TO SAIL
TAMU VIA SWATOW AND AMOI.	"DAIGI MARU"	SUNDAY, 10th June, at 10 A.M.
TAMU VIA SWATOW AND AMOI.	"DAIJIN MARU"	SUNDAY, 17th June, at 10 A.M.
ANPING VIA SWATOW AND AMOI.	"MAIDZURU MARU"	WEDNESDAY, 13th June, A.M.
SHANGHAI VIA SWATOW, AMOI AND FOCHOW.	"TAISHAN"	TUESDAY, 12th June, A.M.

\* These Steamers have excellent accommodation for First-class Passengers, and are fitted  
throughout with electric light. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's Local Branch Office  
Second Floor, No. 1, Queen's Building.  
Hongkong, 6th June, 1906.  
T. ARIMA, Manager.

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STEAM FOR SINGAPORE, PENANG, COLOMBO,  
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STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS	SAILING DATES
"SITHONIA" (For Cargo Only)	FRIDAY 8th June
ROON	WEDNESDAY 20th June
PREUSSEN	WEDNESDAY 27th June
ZIETEN	WEDNESDAY 4th July
GNEISENAU	WEDNESDAY 11th July
BAYERN	WEDNESDAY 18th August
PRINZ REGENT LUTPOLD	WEDNESDAY 25th August
PRINZ EITEL FRIEDRICH	WEDNESDAY 1st September
SAC. SEN	WEDNESDAY 8th September
PRINZ HEINRICH	WEDNESDAY 15th September
ROON	WEDNESDAY 22nd September
PRINZ LUDWIG	WEDNESDAY 29th September

ON FRIDAY, the 8th day of JUNE, 1906, the Steamship "SITHONIA,"  
Captain Bremer, with CARGO ONLY, will leave this Port as above, CALLING AT  
NAPLES and GENOA.

Shipping Orders will be granted till Noon, on WEDNESDAY, the 6th June. Cargo and  
Specie will be received on Board until 5 P.M. on THURSDAY, the 7th June, and Parcel  
will be received at the Agency's Office until Noon, on THURSDAY, the 7th June.  
Contents of Packages are required. No Parcel Receipts will be signed for less than £2.50.  
No Parcel should not exceed Two Feet Cubic in Measurement.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA AND GIBRALTAR	£21 0 0	£12 0 0	£22 0 0
return	£31 0 0	£13 0 0	£33 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	£5 0 0	£4 0 0	£2 0 0
return	£7 0 0	£6 0 0	£3 0 0

TO NEW YORK VIA SUEZ.  
Via NAPLES, GENOA OR GIBRALTAR return 115 0 0 79 0 0 47 0 0  
Via BREMEN OR SOUTHAMPTON return 68 0 0 48 0 0 27 0 0  
123 0 0 85 0 0 49 0 0

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar  
and travelling to Bremen or Southampton overland the same rates as are applied as via NAPLES,  
GENOA or GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

**TOUR VIA INDIA.**  
Passengers have the option of using a Steamer of the British India S. N. Co., from  
SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERVENTION OF THE VOYAGE IN EGYPT.  
Passengers to European and New York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA to Naples or Genoa instead of using an Imperial Mail Steamer  
from Port Said.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.  
FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPEL, BRISBANE, SYDNEY  
AND MELBOURNE.

**PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.**

STEAMERS	SAILING DATES
PRINZ WALDEMAR	TUESDAY, 26th June
PRINZ SIGISMUND	TUESDAY, 24th July
WILHELM	TUESDAY, 21st Aug.

ON TUESDAY, the 26th JUNE, at Noon, the Steamship "PRINZ WALDEMAR,"  
Captain Wittmann, with Mail, Passengers and Cargo, will leave this port as above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Lines can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.	1st Class	2nd Class	3rd Class
TO MANILA	£50—	£30—	£20—
return	£80—	£40—	£30—
TO NEW GUINEA	£26—	£15 10	£10—
return	£42—	£24—	£16 10
TO BRISBANE	£43—	£23—	£15—
return	£63—	£33—	£22 10
TO SYDNEY	£43 10	£24 10	£16—
return	£63 10	£34 10	£22 10
TO MELBOURNE	£43 10	£24 10	£16—
return	£63 10	£34 10	£22 10
TO YOKOHAMA	£8 0 0	£6 0 0	£4 0 0
return	£12 0 0	£8 0 0	£6 0 0
TO KOBE	£8 0 0	£6 0 0	£4 0 0
return	£12 0 0	£8 0 0	£6 0 0
TO YOKOHAMA and back from KOBE to HONGKONG	£14 0 0	£10 0 0	£6 0 0

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG: 1st Class  
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer £97 0 0.  
TO EUROPE VIA AUSTRALIA AND AMERICA by Imperial Mail Steamer £97 0 0.  
From Australia to New York via Vancouver by the C.P.R. Co's steamers, or via San  
Francisco by the U. S. S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

**EUROPEAN & AUSTRALIAN SERVICE**

SHANGHAI, NAGASAKI, ZIETEN	Wednesday, 6th June.
SHANGHAI, NAGASAKI, ZIETEN	Wednesday, 20th June.

\* Reaching Yokohama in less than six days.  
**TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG** via Vancouver or San  
Francisco to New York by the C.P.R. Co's steamers P.M.S.S. Co., O. & O. S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following rates:

To London via Plymouth or Southampton	£92 0 0.
To Bremen	£32 10 0.
To Paris via Cherbourg	£65 0 0.
To Naples, Genoa via Gibraltar	£65 0 0.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.**  
Hongkong, 1st February, 1906.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Albatross, despatch boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. E. La T. Latham, Shanghai	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. Vagstad, West River
Andromeda, cruiser, 11,000 tons, 16 guns, 1,650 h.p., Capt. Nelson Omsomey, en route Colombo	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. H. T. Atlay, West River
Astraea, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain C. L. Vaughan-Lee, Shanghai	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. T. J. S. Lyne, Yangtze
Brumby, gunboat, 710 tons, 900 h.p., Lieut. E. G. W. Davison, Yangtze	Tamar, receiving ship, 4,600 tons, 6 guns, Commodore H. P. Williams, at Hongkong
Britomart, gunboat, 710 tons, 900 h.p., Lieut. W. L. Bamber, Yangtze	Tesl, river gunboat, 180 tons, 2 guns, Lieut. Comdr. Secretan, on Yangtze
Cadmus, British sloop, 1,070 tons, Comdr. H. de Cane Luard, Yangtze	Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. West, Singapore
Clio, British sloop, 1,070 tons, Comdr. H. D. Wilkin, D.S.O., Yangtze	Virago, torpedo-boat destroyer, 350 tons, 6 guns, 6,000 h.p., Lieut. Comdr. Stevenson, Shanghai
Diadem, 1st class cruiser, 11,000 tons, 16 guns, 16,500 h.p., Capt. H. W. Savory, Hongkong	Waterwitch, surveying ship, 620 tons, 450 h.p., Comdr. A. W. Gleane, surveying
Fameo, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut. Comdr. Hughes, Hongkong	Whiting, torpedo-boat destroyer, 340 tons, 6 guns, 5,900 h.p., Lieut. Comdr. U. E. L. Thomas, en route Shanghai
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Capt. Grant Dalton, S. American Ports	Widgeon, gunboat, 180 tons, 2 guns, 300 h.p., Lieut. Comdr. G. B. Spicer-Simson, Yangtze
Handy, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Cox, Shanghai	Woodcock, gunboat, 130 tons, 2 guns, 550 h.p., Lieut. Comdr. Hugh Somerville, Yangtze
Hart, torpedo-boat destroyer, 360 tons, 6 guns, 4,000 h.p., Lieut. Comdr. H. Hentiker, Heaton, Shanghai	Woodlark, gunboat, 150 tons, 2 guns, 550 p.h., Lieut. Comdr. J. F. Knox, Yangtze
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,800 h.p., Lt. Comdr. Darvall, Shanghai	
Kent, cruiser, armoured, 9,800 tons, 14 guns, 22,000 h.p., Captain S. V. de Horsey, en route Shanghai	
King Alfred, British battleship, 14,000 tons, Capt. Cecil F. Thry, en route Shanghai	
Kinsla, river gunboat, 331 tons, Lieut. Comdr. E. V. F. R. Dugmore, on Yangtze	
Moorehan, river gunboat, 180 tons, 2 guns, Lieut. Comdr. F. B. Noble, West River	
Officer, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lt. Comdr. Kiddle, Shanghai	
Rambler, surveying-ship, 683 tons, Comdr. Chas. E. Moore, Hongkong	

## VISITORS TO CANTON.

Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."

BY  
CAPTAIN C. V. LLOYD (S.S. "HANKOW")  
With Illustrations, Maps and Plans.  
Price ..... £1.30

On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH.  
Messrs. W. BREWER & CO.  
Messrs. A. S. WATSON & CO.  
Canton: 4th October, 1903.

## JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of June	JAPAN via SHANGHAI	Second half of June
TJILATJAP	JAPAN	Second half of June	JAVA PORTS	Second half of June
TJILIWONG	JAVA	First half of July	JAPAN via SHANGHAI	First half of July
TJIMAH	JAPAN	First half of July	JAVA PORTS	First half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**

Yok Buildings, 1st Floor.  
Hongkong, 4th June, 1906.

Telephone No. 375.

## VESSELS ON THE BENTH

**REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.**

VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

**PROPOSED SAILINGS FROM HONGKONG.**

1906  
"SIKH" ..... 14th June.  
"WRAY CASTLE" ..... 31st June.  
For Freight and further information, apply to  
**DODWELL & CO., LD.**  
Agents.  
Hongkong, 29th May, 1906.

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO VIA PORTS.

**THE Steamship**  
"APPALACHEE,"  
will be despatched for the above Ports  
about the 10th of June.  
For Freight and further particulars, apply to  
**SHEWAN, TOMES & CO.,**  
Agents.  
Hongkong, 31st May, 1906.

## UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

**THE Steamship**  
"INDRASANTHA"  
Captain Wilkes, will be despatched as above on  
or about the 30th June, if sufficient inducement  
is offered.  
For Freight, apply to  
**JARDINE, MATHESON & CO.,**  
Agents.  
Hongkong, 1st June, 1906.

## SHIPPING IN PORT.

**STEAMERS.**  
AMIRAL EXELMANS, French str., 3,144, Gens.  
1st June—from Taku—Messageries Mari-  
times & Co.

ANNEKE BICKMERS, German str., 1,020, Chr.  
Kumpel, 3rd June—Bangkok 27th May.  
Rice—Butterfield & Swire.

ARGONNA, German str., 5,128, John Ernst,  
25th May—Moj 25th May, General and  
Fleet—Portland & Atlantic S.S. Co.

ARRATON APCAR, British str., 2,831, C. Fey,  
30th May—Calcutta 14th May, Penang  
21st and Singapore 25th, General. David  
Sassoon & Co.

BRAND, Norwegian str., 1,320, M. Evensen, 28th  
May—Saigon 23rd May, Rice—Sander  
Wieler & Co.

CARPI, Italian str., 2,717, Giuseppe Bolzite, 14th  
June—Bombay and Singapore 20th May.  
General—Carlowitz & Co.

CARL DIERBACHSEN, German str., 771, H.  
Schäfer, 3rd June—Haiphong 30th May  
and Hoihow 2nd June, General and Pigs—  
Jensen & Co.

CHANGSHA, British str., 1,463, T. Moore, 3rd  
June—Australia and Manila 30th May.  
General—Butterfield & Swire.

CHINA, American str., 3,086, D. E. Frick, 3rd  
June—Saigon 5th May, Mail and  
General—P. M. S. S. Co.

DAGNY, Norwegian str., 883, O. Abrahamsen,  
2nd June—Bangkok 28th May, Rice.  
Aagaard, Thorsen & Co.

DERWENT, British str., 1,564, J. Jenkins, 28th  
May—Saigon 24th May, General and  
Rice—Chinese.

EARL OF CAMBER, British str., 1,225, Grant,  
2nd June—Newcastle, N.S.W. 2nd May.  
Coal—Latta, Wegener & Co.

FAIK, Norwegian str., 448, L. Watelson, 1st  
June—Kratu 26th May, Coal—Sander  
Wieler & Co.

FAIK, Norwegian str., 1,380, G. M. Gundersen,  
1st June—Saigon 27th May, Rice—Sander  
Wieler & Co.

FAIRANG, British str., 1,410, F. Wheeler, 25th  
May—Wuhu 17th May, Grain—Jardine,  
Matheson & Co.

FERTIG, Norwegian str., 891, H. H. Harald-  
sen, 19th May—Wuhu and Chinkiang 14th  
May, Rice and Groundnuts—Siemssen  
& Co.

HALVARD, Norwegian str., 1,070, Carl Ader-  
sen, 21st May—Wuhu 15th May, Rice—  
Chinese.

HEIN, Norwegian str., 757, Eriksen, 2nd June  
—Bangkok 25th May, Rice—Chinese.

HELVEN, German str., 771, J. Jensen, 4th  
June—Saigon 3rd June, General—Jensen  
& Co.

HONORE, British str., 2,050, J. H. Hainsworth,  
4th June—Straits 29th May, General—  
Chinese.

INTA, Norwegian str., 578, Spinnanger, 30th  
May—Hankow 23rd May, Pig Iron—  
Chinese.

JACOB DIERBACHSEN, German str., 623, D.  
Henk, 21st May—Haiphong and Hoihow  
29th May, General—Jensen & Co.

JARVIS, Norwegian str.,



## POST OFFICE NOTICES.

The *Thames*, with the French mail of the 11th May, left Singapore on Monday the 4th inst., at 5 p.m., and may be expected here on or about Monday the 11th inst. This packet brings replies to letters despatched from Hongkong on the 7th April.

The Public is hereby notified that no mail for Europe will be despatched from here till the 12th instant.

## MAIL WILL CLOSE

FOR	PER	DATE
Bangkok	Ueta	Wednesday, 6th, 9:00 A.M.
Batavia and Bangkok	Promethon	Wednesday, 6th, 10:00 A.M.
Calcutta	Hongkong	Wednesday, 6th, 1:15 P.M.
Calcutta	Tientsin	Wednesday, 6th, 3:00 P.M.
Calcutta	Shanghai	Wednesday, 6th, 5:00 P.M.
Calcutta	Yokohama	Thursday, 7th, 9:00 A.M.
Calcutta	Yokohama	Thursday, 7th, 11:00 A.M.
Calcutta	Yokohama	Thursday, 7th, 1:15 P.M.
Calcutta	Yokohama	Thursday, 7th, 3:00 P.M.
Calcutta	Yokohama	Thursday, 7th, 5:00 P.M.
Calcutta	Yokohama	Friday, 8th, 9:00 A.M.
Calcutta	Yokohama	Friday, 8th, 11:00 A.M.
Calcutta	Yokohama	Friday, 8th, 1:15 P.M.
Calcutta	Yokohama	Friday, 8th, 3:00 P.M.
Calcutta	Yokohama	Friday, 8th, 5:00 P.M.
Calcutta	Yokohama	Saturday, 9th, 9:00 A.M.
Calcutta	Yokohama	Saturday, 9th, 11:00 A.M.
Calcutta	Yokohama	Saturday, 9th, 1:15 P.M.
Calcutta	Yokohama	Saturday, 9th, 3:00 P.M.
Calcutta	Yokohama	Saturday, 9th, 5:00 P.M.
Calcutta	Yokohama	Sunday, 10th, 9:00 A.M.
Calcutta	Yokohama	Sunday, 10th, 11:00 A.M.
Calcutta	Yokohama	Sunday, 10th, 1:15 P.M.
Calcutta	Yokohama	Sunday, 10th, 3:00 P.M.
Calcutta	Yokohama	Sunday, 10th, 5:00 P.M.

## EUROPE, A.C. INDIA VIA PUNJAB.

(Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

## AMOE, MANILA, Cebu and Davao

(Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.)  
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

## TO-DAY.

Annual General Meeting of the Navy League.  
City Hall, 5:15 p.m.  
Annual General Meeting of the Peak Club.  
Club House, 5:45 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON	ON PARIS	ON NEW YORK	ON BOMBAY	ON CALCUTTA	ON SHANGHAI	ON YOKOHAMA	ON MANILA	ON CEBU	ON DAVAO
Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand	Bank Bills, on demand
Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight	Bank Bills, at 30 days sight
Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight	Bank Bills, at 4 months sight
Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight	Credit, at 4 months sight
Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight	Documentary Bills, at 4 months sight

## OPIUM.

Quotations are—	Allow for net to 1 cent.
Malva New	1890 to 1900
Malva Old	1890 to 1900
Malva Old	1890 to 1900
Malva V. Old	1890 to 1900
Perian extra fine	1890 to 1900
Patna New	1890 to 1900
Patna Old	1890 to 1900
Benares New	1890 to 1900
Benares Old	1890 to 1900

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
The T.K.K. str. *Nippon Maru* sailed from Yokohama on the 1st June, and is due here on the 11th June.  
The O. & O. str. *Doric* left Yokohama on the 5th inst., at 5 p.m., for this port via Saigon.  
**THE CANADIAN MAIL.**  
The C.P.R. str. *Empress of India* arrived at Yokohama at 7 a.m. on Monday, the 4th inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 3 p.m. on Tuesday, the 11th inst.  
**THE N.Y.K. str. *Bombay Maru* (Bombay Line)** left Bombay for this port via Colombo and Singapore on the 26th inst., and is expected here on the 13th June.  
The C.P.R. str. *Athenian* arrived at Kobe at 6 a.m. on Sunday, the 3rd inst., and left again at 6 p.m. on Monday via Nagasaki for Shanghai, where she is due to arrive at 2 p.m. on Friday, the 8th inst.  
The str. *Lithion* sailed from New York on the 21st May for China and Japan.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Hongkong, June 6th.		
Alhambra	\$200	\$100.
Bank		
Hongkong & Shanghai	\$125	\$810.
National B. of China		
A. Shares	25	\$8.
Bell's Asbestos Co.	125	\$74, buyers.
China-Borneo Co.	\$12	\$64, buyers.
China Light & P. Co.	\$10	\$104, buyers.
China Petroleum	\$10	\$9, sellers.
Cotton Mills		
Ewo	115	\$60.
Hongkong	\$10	\$13, sellers.
International	115	\$70.
Loan Kong Mow	\$12	\$12, buyers.
Soyabean	115	\$225.
Dairy Farm	35	\$16.
Docks and Wharves		
H. & K. Wharves	\$30	\$103, sellers.
H. & K. Dock	\$50	\$109, sellers.
New Amoy Dock	\$93	\$17, buyers.
Shanghai Dock and		
Eng. Co. Ltd.	115	\$115.
Shanghai & Co.	115	\$225.
Fenwick & Co., Geo.	\$42	\$24, sellers.
G. Island Cement	\$10	\$29, sellers.
Hongkong & C. Co.	\$10	\$175, buyers.
Hongkong Electric	\$10	\$175, buyers.
H. H. L. Tramway	\$10	\$175, buyers.
Hongkong Hotel Co.	\$50	\$130, sellers.
Hongkong Ice Co.	\$25	\$240, buyers.
Hongkong Rope Co.	\$10	\$29, sellers.
H. K. Waterfront	\$10	\$10.
Insurance		
China	\$50	\$810, sellers.
China Fire	\$20	\$85.
China Trade	\$25	\$84, buyers.
Hongkong Fire	\$25	\$115, buyers.
North China	\$25	\$115, buyers.
Union	\$100	\$800, buyers.
Yangtze	\$90	\$175.
Land and Building		
Hongkong Land	\$104	\$119, sellers.
Hongkong & Co.	\$10	\$111.
Hongkong Land & B.	\$20	\$33.
Shanghai Land & B.	\$10	\$111.
West Point Building	\$50	\$80.
Mining		
Charbonnages	150	\$250.
Kaibai	150	\$21, sellers & buy.
Philippine Co.	10	\$61.
Refineries		
China Sugar	\$100	\$165, sellers.
Luzon Sugar	\$100	\$25.
Steamship Companies		
China and Amoy	\$25	\$204, sales & buy.
Hongkong Steamship	\$30	\$44, buyers.
Indo-China S.N. Co.	\$10	\$124, buyers.
Star Ferry	\$10	\$27, buyers.
Do. New	\$5	\$21, d.
Shanghai & H. Dyeing	\$50	\$50.
South China S. Post	\$25	\$20, sellers.
Steam Laundry Co.	\$5	\$5.
Stores & Dispensaries		
Campbell, M. & Co.	\$10	\$32.
Powell & Co., Wm.	\$10	\$101, sales & sel.
Watkins	\$10	\$15, sellers.
Watson & Co., A. S.	\$10	\$131, buyers.
United Asbestos	\$5	\$9.
Do. Foundry	\$10	\$100.

## VERNON &amp; SMITH.

## HONGKONG TIDE TABLE.

From June 6th to 12th, 1906.			
To correct Zone Time add 23 min. and 18 sec.			
High Water.	Low Water.	High Water.	Low Water.
Mean Time.	Mean Time.	Mean Time.	Mean Time.
Wed. 6	4:15	10:15	4:15
Thurs. 7	5:15	11:15	5:15
Fri. 8	6:15	12:15	6:15
Sat. 9	7:15	1:15	7:15
Sun. 10	8:15	2:15	8:15
Mon. 11	9:15	3:15	9:15
Tues. 12	10:15	4:15	10:15

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 6th.			
Previous Day.	On Date.	On Date.	On Date.
at 4 p.m.	at 4 p.m.	at 4 p.m.	at 4 p.m.
Barometer	29.70	29.61	29.72
Temperature	80	82	82
Humidity	71	77	87
Wind	SW	SW	SW
Force	2	2	2
Weather	h	h	h
Moist.	0.02	0.02	0.02
Lowest open air temperature on 4th	68		
Lowest open air temperature on 4th	68		

## HONGKONG HIGH-LEVEL TRAVEL COMPANY, LIMITED.

IN LIQUIDATION.	
TIME TABLE.	
WEEK DAYS.	
7.30 a.m.	to 8.00 a.m. ... Every 15 minutes.
8.00 a.m.	to 8.30 a.m. ... Every 15 minutes.
8.30 a.m.	to 9.00 a.m. ... Every 15 minutes.
9.00 a.m.	to 11.00 a.m. ... Every 15 minutes.
11.00 a.m.	to 12.45 p.m. ... Every 15 minutes.
12.45 p.m.	to 1.15 p.m. ... Every 10 minutes.
1.15 p.m.	to 1.45 p.m. ... Every 15 minutes.
1.45 p.m.	to 2.15 p.m. ... Every 10 minutes.
2.15 p.m.	to 3.00 p.m. ... Every 15 minutes.
3.00 p.m.	to 5.00 p.m. ... Every 15 minutes.
5.00 p.m.	to 8.00 p.m. ... Every 10 minutes.
NIGHT CARS.	
8.45 p.m.	& 9.00 p.m., 9.45 to 11.15 p.m., every 15 minutes.
SATURDAYS.	
Extra cars	at 11.30 p.m. and 1.15 p.m.
SUNDAYS.	
8.00 a.m.	to 9.00 a.m. ... Every 15 minutes.
9.00 a.m.	to 9.30 a.m. ... Every 10 minutes.
9.30 a.m.	to 10.30 a.m. ... Every 15 minutes.
10.30 a.m.	to 11.00 a.m. ... Every 10 minutes.
11.00 Noon	to 1.00 p.m. ... Every 10 minutes.
1.00 p.m.	to 5.00 p.m. ... Every 15 minutes.
5.00 p.m.	to 8.00 p.m. ... Every 10 minutes.
8.00 p.m.	to 7.00 p.m. ... Every 15 minutes.
7.00 p.m.	to 9.00 p.m. ... Every 10 minutes.
NIGHT CARS	
at 8.45 p.m.	to 9.00 p.m., 9.45 to 11.15 p.m., every half hour.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.	
JOHN D. HUMPHREYS & SON, Liquidators.	
Hongkong, 18th July, 1915.	
7/9	